

ACCIDENT CLASSIFICATION

UNIT 35 S.F.T.S.	COM. 4	PLACE M.A.	DATE 17-10-43	TIME 1630
A/C TYPE OXFORD		NO. AS561	H.Q. FILE 1300-AS561	
		CRASH CAT. Nil	S.E.	M.E.
			X	X
			DAY	NIGHT

PERSONNEL	RANK	NUMBER	DUTY	INJURIES	SIGNAL	
Sampson, G.G.	ACI	1479762	Mech	Injured	NO.	DATE
Thain, R.A.	LAC	B802913	PP	Uninj.		
					D 14 (REVISED)	
					NO.	CHECKED

NAFA

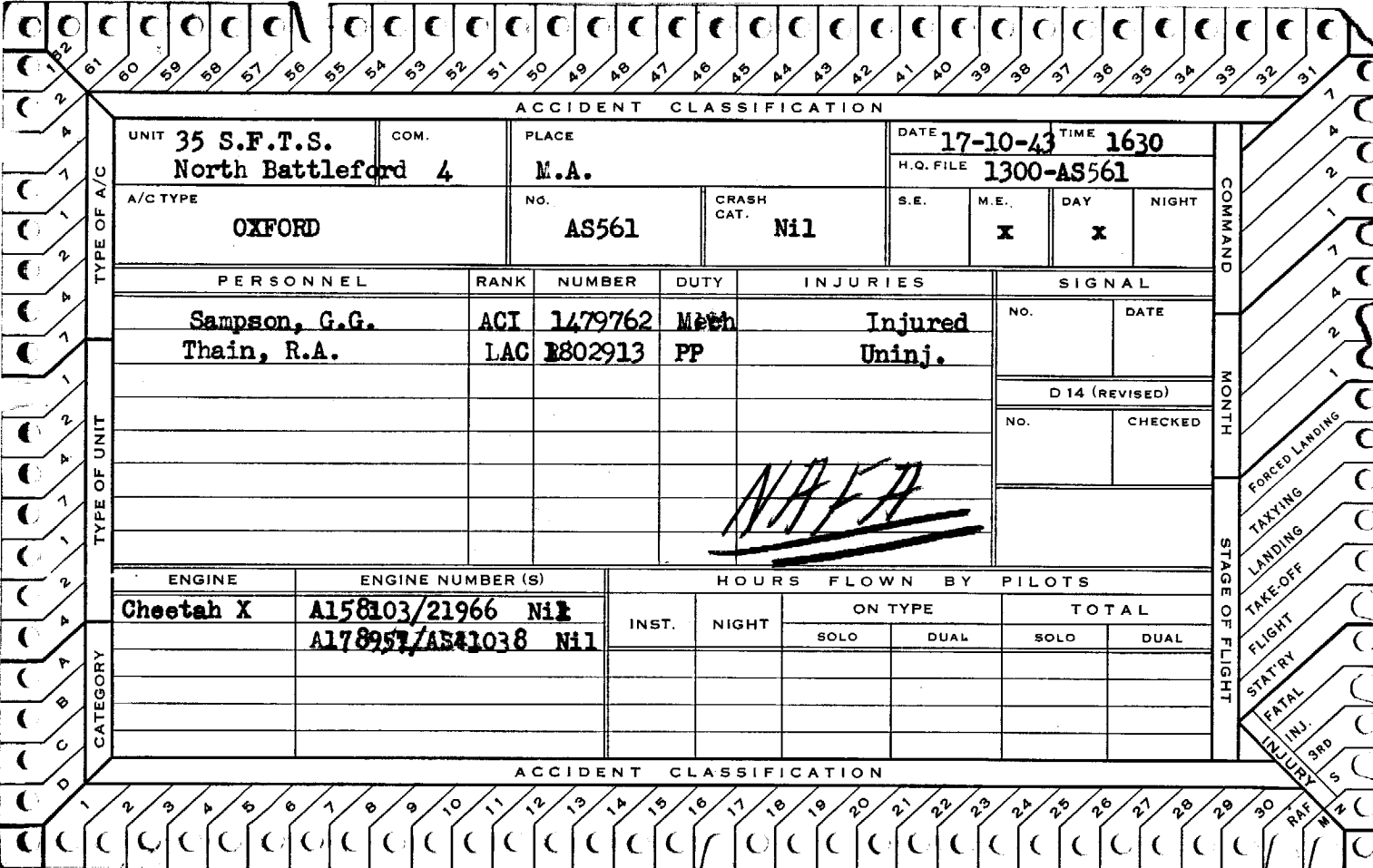
ENGINE	ENGINE NUMBER (S)	HOURS FLOWN BY PILOTS					
		INST.	NIGHT	ON TYPE			
				SOLO	DUAL	SOLO	DUAL
Cheetah X	A158103/21966 Nil						
	A178957/AS41038 Nil						

ACCIDENT CLASSIFICATION

COMMAND
MONTH
STAGE OF FLIGHT

FORCED LANDING
TAXYING
LANDING
TAKE-OFF
FLIGHT
STATRY
FATAL
INJURY

TYPE OF A/C
TYPE OF UNIT
CATEGORY



PURPOSE OF FLIGHT:

TECHNICAL OFFICER'S REPORT:

Cross country flight.

Nil

NATURE OF ACCIDENT:

COURT OF INQUIRY OR INVESTIGATING OFFICER'S REPORT:

FINDINGS:

SUMMARY No. 2152.

Asked pilot if switches were "off" and he replied "yes", so mechanic turned the propellor to "suck in". Then asked pupil to pump throttles and mechanic turned propellor in clockwise direction to "suck in". While pilot was pumping throttles, mechanic told him that was enough, and then the engine fired once and hit mechanic in stomach. Pupil pilot apparently operated booster coil causing engine to fire before making sure crewman was clear.

Negligence of Pupil Pilot and disobedience of crewman who was not qualified in starting aero- engines.

Recommendations.

Starting regulations be published periodically in D.R.O.s

Conclusions of A.I.B.

Agree.

Note: Recommendations not concurred in. Considered adequately covered in C.A.P. 100.

CLASSIFICATION:

~~56. Propellor swinging.~~

Prop.

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SECONDARY OR CONTRIBUTORY FACTORS:

~~17. Disobedience of Standing Orders.~~

ACTION TAKEN:

DISOBEDIENCE OF ORDERS.

Pupil pilot awarded 7 days C.C. and log book endorsed.

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